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Volume 30  
No. 5

Club Website  
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#### How to Join

To join the Puget Sound BMW Club please send a check for \$25 payable to BMW ACA. Mail it to BMW ACA, P.O. Box 1259, Bellevue, WA. 98009. Include your name, address, phone number(s), e-mail address and BMWs owned. Please see the club's website (<http://www.BMWACA.org>) for full benefits of membership.

#### Postal Notice

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#### Boilerplate

This magazine is the monthly publication of the BMW ACA, Puget Sound Region, and remains its property. All information furnished herein is provided by the membership for members only. Ideas, suggestions and opinions, technical or otherwise, are those of the authors, without authentication or liability to the editors or the Club.

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## KALENDER

- May 3  
Board Meeting at the home of Karl Seeger, 4220 204th Avenue N.E. in Redmond. Call Karl at (425) 868-2027 or email him at [Karl@nwlink.com](mailto:Karl@nwlink.com) for driving directions. Please note the change to Wednesday night.
- May 13  
Ladies Only Tech Session hosted by Car Tender.
- May 19  
Deadline for the June Zündfolge.
- June 1  
Board Meeting hosted by Bill and Chris Linder, 3903 Cambridge Court in Kent. Call Bill or Chris at (253) 859-5620 or email [Bclinder@aol.com](mailto:Bclinder@aol.com) for driving directions.
- June 4  
30th Anniversary Party—Come celebrate 30 years of the Club.
- June 17, 18  
Wine Tour to the Yakima Valley.
- June 24  
New Members' Party at Bison Creek Pizza; despite the name, this is Seattle's motorsports restaurant/bar.
- June 25  
Tech Session for the first generation M3 fans, hosted by Strictly BMW.
- July 1, 2, 3  
Club Corral at the Historic Races at SIR.
- July 22  
Concours d'Elegance on Saturday at Robinswood Park in Bellevue.

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# Ladies' Tech Session

Saturday, May 13-10 a.m. to noon



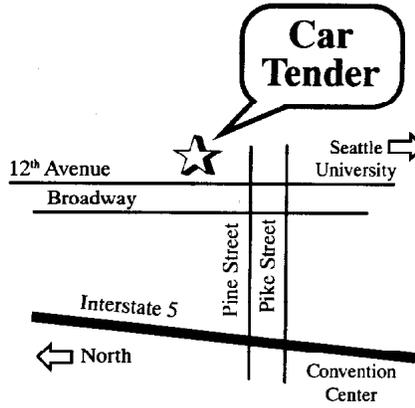
Last call for the Ladies' Tech Session on May 13th, 10 a.m. to

noon at Car Tender. Find out how to change a flat tire; where is that jack? My car won't start, now what? Isn't all gas the same? Is that noise from my car?... Come to the Ladies' Tech Session to find out about your car. Learn the answers to the above questions and much more including checking fluid levels, air and tread depth; replacing fuses, wipers and batteries. Become confident discussing basic BMW care with a mechanic.

We plan about a two hour session with a Q/A period at the end. You may bring your husband if you'll be more comfortable with him there, but unescorted males are not allowed! We look forward to

seeing you at Car Tender, located on Capitol Hill in Seattle at 1706 12th Avenue. Please RSVP with me so I can let our host know how many to expect.

Lucetta Lightfoot 206-282-2641  
litefeet@foxiinternet.net



# 30th Anniversary Party

Sunday, June 4 - 11:30 a.m. to 4:00 p.m.

Jasmine Thai and Chinese Cuisine

On June 4, 2000, the Club will be 30 years old, to the day. The first organizational meeting was held on June 4, 1970 at Lum's Restaurant in Bellevue. Although it is no longer called Lum's, the restaurant is still there. It is now called Jasmine Thai and Chinese Cuisine. We have the entire restaurant booked to celebrate the Club's 30th anniversary.

We will have on display photos of activities over the last 30 years including some of the early days of the Club. We also plan to have some of the members from the early days talk to the group about the Club's beginnings. Of course, it will also be a chance for newer members to gain an understanding and appreciation of the Club's history.

The restaurant will be providing a buffet of Chinese and Thai food. Advance

registration is required for this event. The cost is \$15 per person which includes food and a souvenir commemorating the 30 year anniversary. And a special deal for charter members; you get in free! Jasmine Thai and Chinese Cuisine is located at 10713 Main Street in downtown Bellevue. There is plenty of parking behind the restaurant.

We will also have a special display of 1970 and earlier BMWs out in front of the restaurant. They are all cars that existed when the Club was formed. And who knows? Maybe they were there 30 years ago.

So, whether you've been a member for 30 years or for 30 days, come join us. This will be a fun event that only occurs every 30 years!

David and Lucetta Lightfoot, Event Chairs  
206-282-2641, litefeet@foxiinternet.net

# E30 M3 Tech Session at Strictly BMW!

Sunday, June 25  
10 a.m. to noon

Plans are firming up for a great day to talk M3s! First generation E30 M3s that is. The only M3 built for homologation purposes. Plan on coming out to learn more about your special car. We'll have them up on racks to learn about them from all angles. We'll even pop a valve cover off an engine and do a little Anatomy 101 of the top end of the special engine in the E30 M3. You'll quickly see why you don't want to blow one of these beauties!

Some have asked, "Lance, I'd sure like to learn about the car, but don't actually own an E30 M3 - do I need to buy one before June 25th so I can show up?" Well, even though I encourage everyone to own an E30 M3 sometime in their lifetime, current ownership is not required to attend this event. But be careful! The curves on this car are seductive!

For those that are not bashful, we'll go around the horn at Strictly BMW and let everyone do a little show and tell. Even if you just want to say "Here's my M3, it is red and I love it..."

So whether you are red, white, silver or black (the four colors the M3 came in)... put down Sunday, June 25th at 10 AM on your busy summer calendar and we'll see you at Strictly BMW in Bellevue!

Full details and a map will be in the June Zündfolge - or check out the club web site. Please contact Lance Richert at (206) 850-4663 or lance@richernet.com to RSVP!

30th Anniversary Party Registration Form

Names \_\_\_\_\_  
 \_\_\_\_\_  
 Address \_\_\_\_\_  
 \_\_\_\_\_  
 Phone No. Home ( \_\_\_\_\_ ) \_\_\_\_\_ Work ( \_\_\_\_\_ ) \_\_\_\_\_  
 Email \_\_\_\_\_  
 Please make checks payable to BMW ACA. Send \$15 per person to Lightfoots,  
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This month's cover features the drivers and car of the BMW Williams F1 Team. Standing is the number one driver, Ralf Schumacher,

24. Seated in the car is the young wunderkind, Jenson Button, 20. The car is a Williams chassis with a BMW V10 engine. For more on BMW's return to Formula 1 see this month's feature article.

# 2000 Concours d'Elegance

by Chris Linder

Take a perfect July day in the Northwest, throw in lush green grass covered with scores of BMWs and what do you have? The 20th Annual BMW ACA Concours d'Elegance and BMW Heritage Picnic. This is the biggest family event the Club holds all year. What a great way to spend a day with the family and get to talk with other BMW enthusiasts.

This year's event will be held at Robinswood Park in Bellevue (just off the Eastgate exit on I-90 and across the street from Bellevue Community College). The date is

Saturday, July 22, 2000. The gates open at 9:30 a.m. with judging beginning at 11:00.

The featured model for this year's event is the E30 M3. This car will be judged in a class by itself. Also, the Concours Committee has decided to change the way all cars are judged this year. This event has grown so much over the past few years that we believe a new system needs to be implemented. We will be separating the cars into more classes and grouping those classes into production years. In addition to the class awards, we will

still be presenting trophies for the Entrants' Choice, Best of Show, and The Peoples' Choice awards. But if any of you feel as my husband and I do, that your car is wonderful and pretty clean (of course, my husband doesn't think it is as clean as it should be but then again he is true BMW enthusiast and I don't think it could ever be clean enough for him) but don't want to enter it to be judged, then enter it in the display area. This way you participate in the Concours and keep your sanity.

Just a few more things to let you know about this event.

There will be a coloring contest for the children (prizes awarded). Robinswood Park is bigger, has more parking, a picnic area, a play area for children, a duck pond, and real restrooms. (For those who have never been to the event, this is a real treat. I think it has been about ten years since we have held the Concours at a venue with real restrooms.) I have to say I think this is one of the best events the Club puts on all year for families and I hope you will come out and see for yourself what a fun day can be had for all.

## E30 M3, An Evolution

by Bill Spornitz

The club's annual concours d'elegance is coming up July 22nd and this year we will feature the first generation M3 as our centerpiece. BMW's M cars have developed a reputation, starting with the M1, as the ultimate form of the "ultimate driving machine". Unlike the M1, though, the other M cars have been based on a broader product line and meant to be usable as everyday transportation.

The first M3, based on the second generation 3 Series platform, was conceived and produced as a "homologation special," meaning it was built to a minimum production run of 5,000 cars to satisfy the FIA rule for production-based racecars. In the early eighties, BMW was looking for a way to replace the aging CSL, and the 6 Series was proving to be too heavy to compete with the Mercedes, Alfa and Ford offerings. Enter engine magician Paul Rosche and engineer Thomas Ammerschlager with the task of taking the existing E30 platform and producing a road car that could be sold to the demanding German motor enthusiast and also compete successfully in the various European touring car championships.

The result was a basic 3 Series two-door with upgraded suspension, bigger brakes, wheels and tires, fender flares to fit those tires, and spoilers to keep the whole thing glued to the autobahn at warp speeds. At the heart of every great BMW, though, is the engine. After considering the small six, the development team deemed it too limited in potential. They chose instead to take what amounted to two thirds of the M635 engine, sized at 2.3 liters. The double overhead cam and four-valve-per-cylinder layout had been used in the M1 and formula

2 engines with great success. That history continued.

We will talk more next month about the amazing success of the E30 M3 racing program. For now let us reflect on the M3 as a road car. Unlike some other manufacturers, BMW did not choose to provide a racecar in a box, unassembled, without instructions. Indeed, the cars were available in Europe with a long list of options. U.S. spec. cars came "loaded." On this side of the pond our M3 remained essentially the same throughout the '88 to '91 production run. In Europe, however, the demands

of competition spawned several evolution models culminating with the evolution III, a 2.5-liter producing 238 horsepower.

Initial response to the E30 M3 was mixed. Some motoring journalists found the car "too stiff" or "harsh" or "buzzy." Others complained of a "boy racer" look that was inappropriate in the

corporate parking lot. In the U.S, buyers balked at paying well over thirty thousand dollars for a car that was only marginally quicker in every day use than the 325is. No one, though, found the car lacking when driven at the limits. Here the race heritage, agility and awesome handling won over the most jaded hack. And, as the cars made their way into the used car market and became more affordable, they began to take on a cult following.

Today it is not unusual to see an E30 M3 with 150,000 miles or more being driven to work, the grocery store and especially to the track. Among BMW enthusiasts it has taken its place next to the 2002 Tii and E36 M3 as the car most likely to fill the role of daily driver and weekend track warrior.

Next month, the racing accomplishments of the E30 M3.



## Pacific Northwest Historics

Come out and join your fellow BMW Club members this year at the 12th Annual Pacific Northwest Historics at SIR, July 1-3, 2000. The BMW Club will once again participate in the Car Corral. If you enjoyed the cars you saw at the VRM meeting this March, come out to the Historics and see many of the same types of cars race.

The Pacific Northwest Historics features many of the world's rarest and most beautiful pre-1970 race cars. This year's featured marque is Alfa Romeo. All proceeds from the Historics benefit the uncompensated care program at Children's Hospital and Regional Medical Center in Seattle.

With three days of racing this year, more members will be able to participate in the corral. Each car club is limited to 20 cars each day. To participate in our corral you must register and pay \$15 per day in advance. This \$15 covers the car and driver. At the gate, each passenger (but not the driver) will be charged \$20. Children are less. The BMW corral has always had a waiting list in the past, so sign up early to secure a place for your BMW in the car corral.

Again this year there will be judging of the cars in the corral. Corral cars must be parked in the corral between 8:00 and 10:00 am each day. Corral participants are invited to take part in a parade lap of SIR during lunch each day. We will again have a tent in the BMW corral to answer questions about the club. We are looking for club volunteers to help for an hour or so in the BMW tent. If you are interested in helping the club please indicated this on the registration form. To register, fill in the Registration Form and send it with a check. If you have any questions, please call Lucetta Lightfoot at 206-282-2641.

## Rally Interest

The "Car Club Challenge" rally scheduled for the 8th of July has unfortunately been canceled due to the organizer taking a new job and not being available to continue working on the event. This is very unfortunate since there seemed to be some real interest among our members. Members interested in rallying should check out the Northwest Rally Council site at <http://www.teamhightower.com/nwrc/> for more information on their upcoming events. The "Friday Nighter" series is held the second Friday of each month and is a great way to get into the action. As I hear of new events I will keep you all posted!

Karl Seeger, BMW ACA Tour Coordinator  
Karl@nwlink.com, 425-868-2027 (Evenings 4-9)

## Wine Tour

The first tour planned for this year will be a Yakima Valley Wine Tasting Tour. The date is set for June 17 and 18. We plan on visiting five wineries on Saturday and three on Sunday. This will be oriented toward a "novice" tasting, so new and old wine tasters alike are encouraged to attend. If you haven't had a chance to sample Eastern Washington's wines, now is your chance!

I have a deal with the Shilo Conference Hotel in Richland. They are going to hold ten rooms at a group rate of \$79 for a single King and \$69 for a single Queen room. This will be for the night of June 17th. For reservations call (509) 946-4661 and be sure to say you are with the "BMW ACA Group."

Contact me if you're interested in joining us.

Karl Seeger, BMW ACA Tour Coordinator  
Karl@nwlink.com, 425-868-2027 (Evenings 4-9)

Pacific Northwest Historics Registration	
July 1-3, 2000	
Name _____	
Address _____	
_____	
Phone No. Home ( _____ ) _____	Work ( _____ ) _____
Email _____	
Year/Model/Color of BMW you'll be driving: _____	
Volunteer in the BMW tent? <input type="checkbox"/> yes <input type="checkbox"/> no	
Saturday, July 1st @\$15 _____	
Sunday, July 2nd @\$15 _____	
Monday, July 3rd @\$15 _____	
Total enclosed: _____	
Please make checks payable to BMW ACA. Send checks to Lucetta Lightfoot, 2641 39th Avenue West, Seattle, WA 98199	

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# MOTOR SPORTS



## Portland Lapping Days

by Bill Buchanan

April 7th was a great day to be in Portland. Sunny skies, warm temps, and lots of lapping to go around made for a very fun day! About 20 members of the Puget Sound Club made the pilgrimage, from first timers on up to High Performance drivers.

For you intermediate and advanced drivers, we have another Portland lapping day on May 5th, and although that conflicts with our driving school, if you would like to go down then email me with your name and address and I will send you a registration to go down. Portland likes to get them in about a week before the event to get a good idea of how many to plan for.

The big Portland Tri-Club day will be June 10th. This is a very popular day shared by both BMW clubs, the Porsche club and the Alfa club. There should be room for many of us to attend, but we need to get registrations in soon for that one as there will be many of us going. It is also the only one they schedule on a Saturday

so it is a good chance for many of you to go who can't make the Friday or Monday lapping days down there! I will try to have registration forms by the May driving school, but you can email me as well.

I have information on lodging I can send you if you are interested. I hear the Oxford Suites just up the road from the track is a very nice place to stay! I also have videos of the track if you want to get a preview! To be sure everyone has my correct phone number and email here they are: phone is (425) 402-9252. Email is Otterbuns@aol.com. Be sure to make it plural, not singular as in Otterbun. Look forward to seeing you down there!

For those of you attending one of our upcoming driving schools there is an excellent article entitled "Lapping Day Survival Guide" by Michael Lord posted on the club website, [www.bmwaca.org](http://www.bmwaca.org). It also makes interesting reading for anyone who is considering the school in the future.

## Laguna Seca Trip Filling Fast!!

by Ken Hill

A reminder for those of you thinking about going to Laguna Seca for our lapping day on May 30th. The available spaces are filling fast, please send in your registration form now to insure you get a spot. Think of the fun you'll have if you plan the trip now — golf, winery

tours, scenic by-ways, California sun, and the opportunity to drive the track of tracks! If you didn't attend our last migration south you owe it to yourself to try and make time for it this year.

Please, if you have any questions, don't hesitate to call me at 425-882-6725 or email me at [khill@eddiebauer.com](mailto:khill@eddiebauer.com).

## 2000 Driving Events Calendar

**May Events:** The May 5th Driving School at Bremerton and the May 7th Lapping Day at SIR are completely full with long waiting lists. So, if you aren't already registered, sorry! We're full. For those of you who are registered for our May events, we're looking forward to a couple of terrific track days.

June 10th at PIR: The Portland BMW ACA is hosting the annual Tri-Club Day at Portland International Raceway on June 10th, Saturday. Our Club is invited to participate. And we will be providing instruction for our Club members who have never driven PIR. See Bill Buchanan's article for more information.

July Lapping Day: Lapping Day at SIR on July 23rd. The Registration Form for this event will be in the June Zündfolge. Don't register before then!

August Lapping Day: Our last Lapping Day at SIR for this year will be August 27th. Mark your calendar; we'll have information in future issues.

- May
- 5 BMW ACA High Performance Drivers' School at Bremerton Raceway.
  - 5 BMW ACA, Portland Lapping Day
  - 7 BMW ACA Second Day of High Performance Driver's School at Seattle International Raceway. Novice drivers only.
  - 30 BMW ACA Lapping Day at Laguna Seca Raceway
- June
- 10 Portland's Tri-Club Day (BMW, Porsche, Alfa)
  - 10 Alfa Romeo Lapping Day at SIR.
- July
- 19 Alfa Romeo Lapping Day at SIR.
  - 23 BMW ACA Lapping Day at Seattle International Raceway.
- August
- 19, 20 BMW CCA, Spokane Lapping Days
  - 25 BMW ACA, Portland Lapping Day
  - 27 BMW ACA Lapping Day at Seattle International Raceway.
- October
- 22 BMW ACA High Performance Drivers' School at Bremerton Raceway.

### CONTACTS:

Alfa Romeo Club—Thomas Moll, Competition Director NWARC, <http://welcome.to/nwarc>, [moltek@hotmail.com](mailto:moltek@hotmail.com), 206-933-3021 They have one lapping day a month from April until September. Plus two driving schools, one in early March and one in late October.

BMW ACA, Portland—Greg Meythaler, [greg.meythaler@intel.com](mailto:greg.meythaler@intel.com) or Bill Buchanan, 425-402-9252 or [otterbuns@aol.com](mailto:otterbuns@aol.com)

BMW CCA, Spokane—Scott Adare, [sadare@aol.com](mailto:sadare@aol.com), 509-468-6502 (W), 509-466-6731 (H)

Conference (ICSCC) 2000 Race Dates: [www.icsc.com](http://www.icsc.com)

May 30th, Laguna Seca  
Registration

Name \_\_\_\_\_ Mem # \_\_\_\_\_  
Address \_\_\_\_\_  
Phone No. Home ( \_\_\_\_\_ ) \_\_\_\_\_ Work ( \_\_\_\_\_ ) \_\_\_\_\_  
Email \_\_\_\_\_  
Year & Model Car \_\_\_\_\_  
Number & Types of Previous Track Events \_\_\_\_\_  
Have you driven Laguna Seca before?  Yes  No  
When? \_\_\_\_\_ Why? \_\_\_\_\_  
Driving Level: Novice I II III Instructor (Circle One)  
Driving Goals \_\_\_\_\_  
Driver and Vehicle: \$150 Additional Drivers: Add \$50  
Equipment Transported: \$30, Non-members, Add \$25  
Total Amount Enclosed \$ \_\_\_\_\_

Checks payable to BMW ACA. Mail to: Ken Hill, PO Box 3314, Bellevue, WA 98009.

## Financial Statements

The following is an unaudited and unbalanced Financial Statement for the Club as of December 31, 1999 prepared by an the Club's unbalanced ex-Treasurer. Questions may be directed to the Club President or Club Treasurer.

Roger Wales

Balance Sheet	@ 12/31/99	@ 12/31/98
<b>Assets</b>		
Checking	\$16,267.46	\$ 3,560.27
CD - Maturing 11/29/00	5,508.80	5,293.37
Equipment	2,000.00	2,000.00
Prepaid Track Rental	7,100.00	9,400.00
Prepaid Banquet	1,500.00	0.00
Prepaid Postage	258.16	993.47
Accounts Receivable	667.00	5,854.60
<b>Total Assets</b>	<b>\$33,301.42</b>	<b>\$27,101.71</b>
<b>Liabilities</b>		
	\$ 0.00	\$ 0.00
<b>Net Worth</b>	<b>\$33,301.42</b>	<b>\$27,101.71</b>
<b>Change in 1999</b>	<b>\$ 6,199.71</b>	
<b>Income Statement (Cash Basis)</b>		
	1999	1998
<b>Income</b>		
Dues/Miscellaneous	\$27,819.55	\$23,815.69
Concours	2,441.10	1,030.00
Magazine Revenue	23,570.60	17,385.00
Track Revenue	34,065.00	36,909.50
Merchandise Sales	195.00	197.00
Banquet	8,967.00	7,341.50
Other Event Revenue	7,725.00	2,494.00
<b>Total Income</b>	<b>104,783.25</b>	<b>89,172.69</b>
<b>Expenses</b>		
Magazine	34,948.13	38,232.60
Track	29,126.13	32,674.02
Banquet	8,911.47	5,312.06
Concours	3,350.16	3,010.63
Other Events	8,084.06	2,803.62
Children's Hospital Donation	250.00	250.00
Non-track Insurance	1,717.85	1,475.00
Non-magazine Postage	907.11	772.00
Printing/Card Stands	1,374.47	0.00
Auto Show Promotion	0.00	1,165.47
Other Administrative	3,484.33	3,355.34
<b>Total Expenses</b>	<b>92,153.71</b>	<b>89,050.74</b>
<b>Net Gain (Loss)</b>	<b>\$12,629.54</b>	<b>\$ 121.95</b>

## New Members' Party

Saturday, June 24 - 10 a.m. to noon  
Bison Creek Pizza

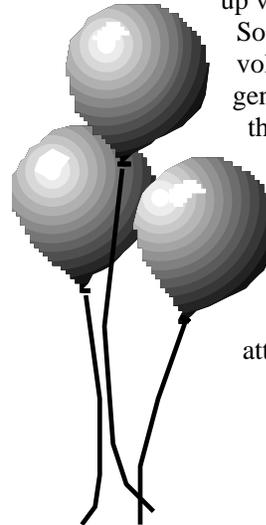
Are you new to the club? Haven't tried any events yet? Then this is the event to attend! Even if you've been around a while, it would be a good idea to come on down and connect with fellow BMW club members.

We will have Board members and committee heads in attendance who will give brief presentations on how their events or responsibilities come together. They will also be able to answer questions, listen to ideas and input, and sign up volunteers to help put on club events.

So come on down and ask questions, volunteer if you are interested, and generally have a good time! For those that are hungry, stick around for lunch!

Full details and a map will be published in the June Zündfolge, or check out the Club's web site. An RSVP by e-mail (preferred) or phone would be appreciated but is not required. There is no cost to attend this event. See you there!

Lance Richert, 206-850-4663  
lance@richertnet.com



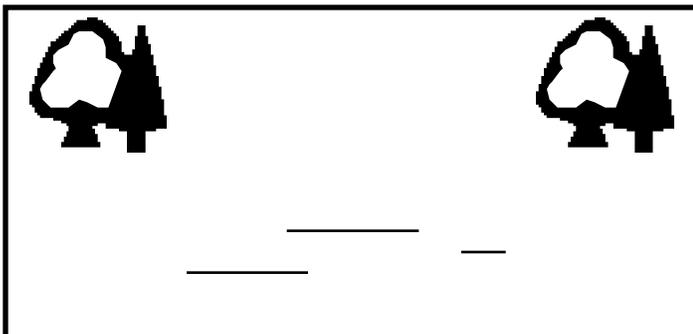
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# MEMBERSHIP

Welcome to our 47 New Members!  
Total Club Members ±1,100

NAME	REFERRED BY	BMW S
Doug Adams Jr.	Doug Adams Sr.	
Robyn Allison	Web Site	'91 325i
Chuck Arnold	Web Site	'81 528i
Brian & Tina Barry	BMW Bellevue	'98 328i
Ward Bettes	Web Site	'00 328i
Ken Briggs	BMW Bellevue	'73 2002
Lawrence Burke	BMW Bellevue	'90 750i
Jerrett Cangie		'99 M Coupe
Marcus Charles	BMW Seattle	'00 M Roadster
Patrick Crow	BMW Bellevue	'91 M5
Mike Delaurenti	BMW Bellevue	'95 740iL
Barbara Eickhoff	BMW Seattle	'96 318ti
Beau Fabregas	BMW Seattle	'92 318i
John Fu	BMW Bellevue	'99 540i, '99 740iL
James Gordon	Strictly BMW	'97 528i, '99 M3
Scott Harrison	Strictly BMW	'91 M5
Jim Heit	BMW Seattle	'00 Z3 Coupe
Ida Hobbs	BMW Bellevue	'94 318is
Sharon Hoglund	BMW Seattle	'98 328i
Peter Jenkin	Web Site	'00 M Roadster
Brent Jordan	Track	'92 325is
Ray Kajani	Mark Monell	'95 M3
Walter Karman	Web Site	'98 M3
Doug Lacy	Track	
Katerina Lagos	BMW Seattle	'88 325is
Holly Logsdon	Web Site	'89 325i
Michael Maple	Web Site	'96 318ti, '76 2002
Mary Ann McNair	Greg Johnson	'95 325ic
Zach Miller	Imre Nagy JR	'90 325is
D.B. Nichols	BMW Seattle	
Maria & Mark Nelson	BMW Seattle	'00 Z3
John Robison	Track	
Steve Shaiman	James Shaiman	'00 M5, '97 M3, '95 M3 LTW
Martin Spanberger	Peter Ryce	'94 325is
Dane Stevenson	Strictly BMW	'93 325is
David Thompson		
George Tsanticas	BMW Bellevue	'91 325i
Doug Vogt	Web Site	'80 323i
David Whitaker	BMW Bellevue	'00 Z3
Nick Wilcox	Lubo Dolak	'96 318ti
Ben Willett	BMW Bellevue	'72 2002, '95 525i
Judy Wimberly	Web Site	'93 325is
Cindi Witte	BMW Seattle	'88 528e
Fion Wong	Mark Monell	
Conrad Wouters	Web Site	'93 525i wagon, '96 328i
Kevin York	Track	'77 530iA
Arther Zwiegincew	Track	'99 328i

## BMW ACA/BMW CCA Issue: Election Results



By the time you read this, the results of the vote to merge with BMW CCA will be only a few days away. Those results will be announced in the June Zündfolge which will be mailed on or about June 1st. They will also be posted on the Club Web Site, [bmwaca.org](http://bmwaca.org), no later than

May 5th. And, they will be available by calling any Board Member on or after May 5th. I personally want to thank all the Board Members and Special Committee Members for their efforts in helping to present the issues. I also want to thank all those members who had letters published in the Zündfolge or who otherwise involved themselves in the process. This speaks well for the Club no matter how the vote comes out.

Roger Wales

Thanks to Steve Kessler

The tabulation of the vote was done on a pro bono basis by Steve Kessler. We'd like to thank Steve and his firm, Morrow Kessler & Dowsing PLLC for their work. This was no small thing for a CPA firm to take on this task during the middle of the tax season!

Steve is a CPA and has a Masters in taxation. He has also earned the Accredited in Business Valuation (ABV), Certified Valuation Analyst (CVA) and Diplomate of American Board of Forensic Examiners (DABFE) designations. Steve is also an absolutely neutral party—he drives a Lexus! But if you need a CPA, give him a call.

## Charity Coordinator Needed

If you've wanted to get more involved and have fun with other Club members, consider this idea. The Board is currently looking for someone to help coordinate our Club's charity donations. Each year we choose a few charity groups to make our donations to throughout the year. To ensure we successfully meet our goals, we would like someone dedicated solely to the charitable aspect of our various events and coordination between different events. This would enable the event coordinators to focus entirely on the event itself. If you are interested or have any suggestions please contact Jacqueline Kahn at (425) 481-9571 or [jk@kahnteamracing.com](mailto:jk@kahnteamracing.com). Thanks!

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Steven J. Kessler, CPA  
Certified Valuation Analyst, M.S. Taxation

**Morrow  
Kessler &  
Dowsing** PLLC

BMW's motorsports activities for 2000 are perhaps the most exciting the company has ever undertaken. The big news is BMW's reentry into Formula 1 after a 12 year absence. BMW is also campaigning the V12 LMR cars in the American Le Mans Series. And the Prototype Technology Group is running new E46 M3s. All in all, a terrific year is in store for BMW race fans.

## Formula 1—The History

BMW's historical highlight in Formula 1 was the drivers' championship scored by Nelson Piquet in 1983. Piquet drove a Brabham BT52 powered by a four-cylinder, 1.5-liter, turbocharged motor. The engine was a stock block unit. BMW employed used 320i motors. BMW continued to supply engines to various Formula 1 teams through 1986. The last Formula 1 victory came at the Mexican Grand Prix in 1986. This race was won by Gerhard Berger in a Benetton.

In the intervening years, BMW considered on many occasions a return to Formula 1. While management considered the financial and marketing implications, the engine department kept

experimenting.

In 1976 BMW studied 3.0-liter designs. A flat 8 and a wide-angle V10 were explored. In 1987, the F1 rules changed to permit a displacement of 3.5-liters. BMW developed two V12 engines, one with four valves per cylinder and one with five per cylinder. The five-valve engine also had three camshafts per cylinder bank. The four valve arrangement proved superior. Both used crankcases cast of fiber-reinforced magnesium. Power output was 720 bhp at 14,500 rpm.

In 1996, the rules again reduced engine displacement to 3.0 liters. Beginning in early 1997, BMW developed a V10 utilizing an aluminum crankcase. On September 3, 1997, BMW announced their decision to return to Formula 1 as an engine supplier.

Unlike Mercedes who merely pay for the privilege of putting their name on an engine developed elsewhere, BMW develops its Formula 1 engine in-house. The legendary Paul Rosche took charge of the development program at the BMW FIZ R&D Center in Munich.

BMW teamed up with Williams Grand Prix, the most successful F1 team in the 1990s. In October 1998, Gerhard Berger was named as Director of BMW Motorsports. Later, Dr. Mario Theissen joined Berger as a Director. Theissen handles the technical side while Berger handles all else.

At the age of 65, Paul Roche retired from BMW in 1999. Before leaving, he trained his successor, Dr. Werner Laurenz. Dr. Laurenz's title is Director of Formula One Development.

The new F1 engine developed by BMW saw its first track test on April 27, 1999. Extensive lab and track testing continued through the balance of 1999. Most of the testing was done in a 1998-spec William chassis driven by Jorg Muller.

## Formula 1—The Debut

The 2000 Williams F1 BMW FW22 was officially unveiled to the media on January 10, 2000. In these days of heavy commercial influence in F1 racing, note that the team is officially the, "BMW Williams F1 Team." However, the car is the, "Williams F1 BMW FW22." The "FW" stands for Frank Williams, the majority owner of the team.

Compaq Computer is the team's lead sponsor with a bevy of other sponsors involved to a lesser (money) extent. Compaq is also involved in the technical aspects, as computers play an increasing role in the world of F1. The team is free of tobacco sponsorship. The last few years Williams has been sponsored by a tobacco company. But tobacco advertising is gradually being phased out of F1. BMW also wanted an image for the team that excluded tobacco as few of their customers smoke.

## Formula 1—The Drivers

Formula 1 is the highest form of motor racing in the world. No expense is spared. And this is not a place for nice guys. It is said that in Formula 1 they eat their young.

Last year Williams' drivers were Ralf Schumacher and Alex Zanardi. Schumacher had a good season but Zanardi's was awful. Despite a multi-year contract, Zanardi was bought out for the 2000 season for a reported \$7.5M. Two drivers were brought in for a shoot-out to determine who would get the second seat. The winner was Jenson Button, an English lad who only turned 20 in January. The loser of the shoot-out was Bruno Junqueira who has become the team's test driver.

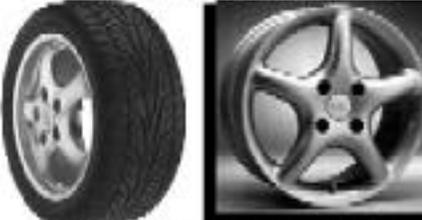
Button has come up through carting and Formula 3 but is light on experience. Nevertheless, he was given the opportunity because he is exceptionally quick and tidy in his driving. With Schumacher only 24 years old, the Williams team is the youngest on the F1 grid. These two young men are pictured on the cover of this month's Zündfolge. Go guys!

## Formula 1—The Season

Formula 1 is intensely competitive. BMW realistically set their sights on running in the middle of the pack this year. A podium finish (in the top three) was not projected for the 2000 season. And an F1 victory is hoped for in the 2002 season at the earliest.

Testing in January and February did not go especially well. Weather hampered tests in both Spain and South Africa. Then Button injured his back while conditioning in the gym!

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So the team headed for the first race in Australia less prepared than they had hoped. But it seems some of the other teams weren't as ready as they had hoped either.

Taking advantage of a lot of attrition, Schumacher finished third in the first race for the team. And Button was running as high as fourth before suffering an engine failure. Given the pre-race expectations, this was considered a dream start.

The F1 circus then moved to Brazil for the season's second race. "Our" guys came in sixth and seventh in the race. However, the disqualification of David Coulthard moved Schumacher up to fifth and Button to sixth. Since the first six places are awarded points in the Formula 1 system, Button scored his first F1 point. He became the youngest driver ever to score an F1 point.

After Brazil, the Formula 1 season moved to Europe. At the San Marino Grand Prix at Imola on April 9th, the fairy tale ended. Both cars failed to finish the race due to engine problems. Button went out on the fifth lap with an engine failure. Schumacher lasted 46 laps but then went out with fuel pick up problems.

Button's engine failure was the latest in a series of BMW engine failures, most of them suffered by Jenson. There is speculation that Button's high revving downshifts may be causing the problems.

By the time you read this the British Grand Prix will be history. The next race will be the Spanish race on May 7th.

For the first time in years, there will be a U.S. Grand Prix. The F1 cars will run the new road racing circuit at the Indianapolis Motor Speedway on September 24th.

V12 LMR in the USA

In 1999, BMW scored a glorious overall win in the 24 Hours of Le Mans. The tool of victory was the BMW V12 Le Mans Roadster (LMR). This masterpiece was developed by Williams and utilized the fabulous V12 engine made famous in the McLaren F1.

It was thought that the LMRs would be retired after the 1999 season. But BMW has decided to campaign the cars in the American Le Mans Series for 2000. This just goes to show how

important the American market has become to BMW.

Once again, the trusted Schnitzer Team will be running the LMRs on BMW's behalf. Charly Lamm, the team's manager, will be using four drivers. Returning from last year will be Bill Auberlen, J.J. Lehto and Jorg Muller. The fourth driver is a new addition: Jean-Marc Gounon. Old hand Steve Soper will also be helping out at the longer races.

In the opening race at Sebring on March 18th, the #42 car of Lehto and Muller finished third and the #43 car of Auberlen, Gounon and Soper finished fourth. In the second race at Charlotte, on an oval usually used for NASCAR, Lehto and Muller won the race and Auberlen and Gounon finished fourth.

The ALMS is enjoying excellent racing with much factory participation. The series will also branch out and have overseas races this year. The BMW V12 LMRs will be competing to win the series they should have walked away with last year.

PTG M3s

The great thing about watching the American Le Mans Series is BMWs are running two entirely different cars in different classes. The BMW AG team, run by Schnitzer, campaigns the V12 LMRs in the prototype class. Meanwhile, in the GT class, Prototype Technology Group (PTG) runs M3s. This will be the sixth season for Tom Milner's PTG. At the Sebring race, PTG surprised a lot of people by unveiling their new 2001 model M3. This is an E46 M3, a car not yet available in showrooms. Again showing how important the American market is to BMW, Milner managed to get a very early M3 chassis from the factory for development.

At Sebring, the team ran one of the new cars and one of the old E36 M3s. Unfortunately, neither car went the race distance. Things went better in Charlotte with the old car finishing second in class and the new car finishing fourth.

The drivers for PTG this year are: Hans Stuck, Peter Cunningham, Brian Cunningham and Johannes van Overbeek.

Charlotte was the last race for the old M3. At the next race PTG will field two of the 2001 M3s. That race will be the ALMS's first overseas venture: May 13th at Silverstone, England.

The Opportunity

Don't miss a chance to see the BMW factory teams run. The F1 team will make two North American appearances. And the ALMS will visit the West Coast three times, coming as close as Portland. If you miss this, you'll regret it!

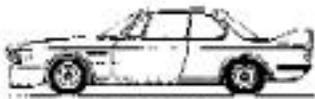
Formula 1 Schedule

May 7	Spain
May 21	Europe (Nurburgring)
June 4	Monaco
June 18	Canada
July 2	France
July 16	Austria
July 30	Germany
August 13	Hungary
August 27	Belgium
September 10	Italy
September 24	U. S. (Indy)
October 8	Japan
October 22	Malaysia

ALMS Schedule

May 13	Silverstone
July 9	Nurburgring
July 23	Sears Point
August 6	Mosport
September 2	Texas Motor Speedway
September 10	Portland
September 30	Petit Le Mans-- Road Atlanta
October 15	Laguna Seca
October 29	Las Vegas
December 31	Australia

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# TECHNIK

edited by Greg Mierz

With the relaxation of the emission laws for pre-1976 vehicles in our state, I think it would be fair to say there will be an increase in modified 2002s with the old school way of horsepower increase: cams, carbs and compression. I've recently helped some club members out with sidedraft carburetors and wanted to pass on some helpful tips.

Twin two-barrel carburetors were the BMW factory way to increase power in the late 1960s. The 1800Ti, 2000Ti and the 1600/2002ti had upgraded motors with Solex carbs. When I first got started with the Club, the Weber guys had the respect of those who enjoyed listening to the siren song of sidedrafts at full throttle. There are few of us left; FI and Motronics have taken over the later cars. Properly setup sidedrafts work very nicely. Poorly setup ones drink fuel like a drunk, idle poorly and only want to run at full tilt. Nonetheless, there is something about putting your foot into a built M10 motor with sidedrafts and listening to that ROAR.

A factory 2002ti that belongs to a club member was brought to me for a carb tune-up as he had tried to improve the idle and got things a bit messed up. Factory Solexes were notorious for leaky throttle shafts that caused irregular idle mixtures. Bill Spornitz's stock 2002ti has very low mileage and good throttle shafts. All he needed was a good synchronization and mixture tweak. The key to properly running sidedrafts is to have them evenly adjusted or synched. Trying to synchronize the carbs without an airflow gauge is a major waste of time. Each cylinder must draw an equal amount of air to idle and run properly. On the factory Solexes each barrel has its own adjustment, while Webers and other aftermarket sidedrafts just adjust one to the other. After getting each cylinder drawing equal air, then adjust the idle mixture screws to get the best (smoothest) idle. The best test to see whether it's right is to just speed up the idle with the idle speed screw. When everything's right, you'll get a real nice speedup without roughness or flat spots.

A different but similar situation happened when Ray Kirkland brought his newly rebuilt 2002 over. It was pinging badly, blowing black smoke (overrich mixture), had less top end than it should and not idling well. The motor was real

nice but needed some adjustments. First, I adjusted the timing (Ray tried by ear) with my timing light and set it up to 25 degrees at about 1650rpm.. Based on my experience, I know that was pretty close to what it needed. I then proceeded to baseline the carbs. I checked the float level. This is the single most important factor in mixture strength. They were high; I adjusted them to the correct setting and put the tops back on. I then went about synching the carbs.

The most important item in properly running sidedrafts is a good linkage setup. The linkage must be adjustable and hold those settings. Many setups give their owners headaches because of the linkage they have. After getting the carbs even, the idle smoothed out. After that the idle mixture was set and the idle got even better. It then passed the nice speedup test with the idle screw. We shut the car off and I had Ray get in and floor the gas pedal. Duh...he's not getting full throttle, that's why there is no top end. We adjusted the lever's throw point (there were three hole choices) and then we were getting full throttle. We restarted the car, double

checked the earlier adjustments and were ready for the "road test."

Ray was happy with the smooth power transition he now had, it didn't smoke, it didn't ping and it pulled really strong up on the top. It was a win/win situation. I warned him that I wouldn't be responsible for any speeding tickets with the improved running. You could see his grin a mile away.

As much as I love sidedrafts, they aren't for everyone. On a stock motor, they will sound great but not really give much more power. If the motor has higher compression and a bigger camshaft, then yes, they are the way to go. With 9.5 to 1 Euro pistons and a Schrick 292 or similar cam a M10 (a 2002/320) motor will give 155 to 165 horsepower and still get mid-20s mpg on the road. With good linkage they will stay adjusted and provide many miles of fun and giggles. I know, I've put over 300,000 miles on a car with them. Ah, the sound of Italian opera singers at redline, now that's music!!

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# STALLS

by Thomas B. Nast

## Smokeless Tabasco

Would you buy a new 3 Series with 100 ft-lbs more torque than the current offering, equal horsepower, 50% better mileage, and costing 10% less?

I see a lot of hands. If I told you it burns diesel instead of gasoline, would you still be interested? Keep those hands up!

This is a question BMW NA is asking, as it decides whether to import diesel models just now appearing on European roads. I think the answer's a no-brainer, and expect to see them here within two years.

Back in the dark days of 1980, when the 320i and 528i were BMW's offerings, yr hmb1 clmst went shopping for a new car and opted for something he thought a bit better built. A Mercedes 240D joined the family (presently totaling ten cars and bikes, six of them BMWs) despite Consumer Reports stating it was a bad deal (it rated the Audi 5000 tops). The Merc hasn't quit on me in 20 years, is incredibly economical in every respect, and still looks new. (How many Audi 5000 diesels have you seen on the road lately? CR doesn't know jack about long-term value, and never did, but I digress.) So I have no bias against oil-burners, and have followed developments fairly closely.

The oil "crises" of the mid-seventies shined a light on what was a small cult of diesel car operators. Not only was diesel fuel substantially cheaper than gasoline (back then), it was much more available. So long as semi rigs and trains haul goods, and oil furnaces heat buildings, there will be diesel. The highlight of attention came in 1978, when an ultra-low-drag Mercedes C111-III set nine world speed records, including a 12-hour average of 195 mph at almost 40 mpg, using a five-cylinder diesel.

By the early 1980s it looked like diesels were here to stay, and most every manufacturer was introducing a model. However, their popularity was less

durable than the engines' reputation. A number of phenomena conspired to make them a caterpillar in the salad. Gas got cheap and easy. Performance mattered again. And diesels suffered from rush-to-market engineering.

This latter point is underappreciated, but it is my conclusion that the quality of products alienated even loyalists. Leading the kool-aid parade was our old friend GM, which marketed an adapted gasoline V-8 as a diesel, complete with a guaranteed-to-grenade transmission. The downtime and repair costs soon made anything burning gas look economical. Volkswagen built a noisy, smoky, underdeveloped four-pot, which it put in the execrable chassis that came out of Pennsylvania. A five-cylinder version, just more of the same, found its way into Audis and Volvos. Mercedes screwed the pooch with its five-cylinder 3.0-liter turbodiesel, which had a particulate trap that plugged up and choked the engine. Peugeot's had cylinder head problems and poor dealer support. The Japanese diesels were uniformly awful, but GM's Chevette

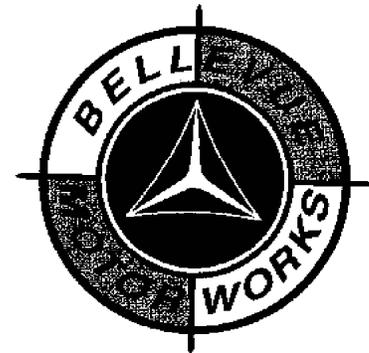
diesel was the absolute low water mark, a Grumman canoe being a better road vehicle. And on and on. Who could blame an affluent country for saying, "No, thanks," after paying top dollar for these beta releases?

In 1984 BMW brought in its 524td, which I drove (NA sent me a stopwatch for my troubles, which I still have). It effortlessly reached 60 in ten seconds. The engine, which unfortunately found its way into some overweight Lincolns, was a real jewel; quiet, torquey and smooth. It only came coupled to an automatic, and the E28 chassis was de-tuned to provide a pillowy ride; worse, it arrived as the last petals were falling from diesel's rose. BMW imported about 1200, and was begging to sell leftovers at cost a year later. Good examples today fetch only \$3-4K. The engine (which was also available here in a marine version) continued to be developed and marketed in Europe, but BMW correctly concluded that America and diesels don't mix.

There is not a lot more to report. Mercedes replaced its in-line five with

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an alloy-headed six-cylinder, and dropped the particulate trap, and it is a terrific engine but is only imported in a heavy chassis with automatic transmission. Its four-cylinder diesel briefly appeared in the 190 series, but was dropped. Volvo seems no longer to bring in diesels, Peugeot no longer brings in anything, leaving VW/Audi about the only other player in diesel passenger cars. (Interestingly, Renault, Lycoming and Continental are all test-flying diesel light plane engines. Heck, Enfield is building diesel motorcycles in India. Diesel technology is moribund only in American cars.) Meanwhile, in Europe, refinements to diesel powerplants were steadily accumulating.

All of which is a long-winded way of saying, there's a big niche here waiting to be created and filled, something the Boys in Bavaria are very good at indeed. And that niche is, diesel performance cars.

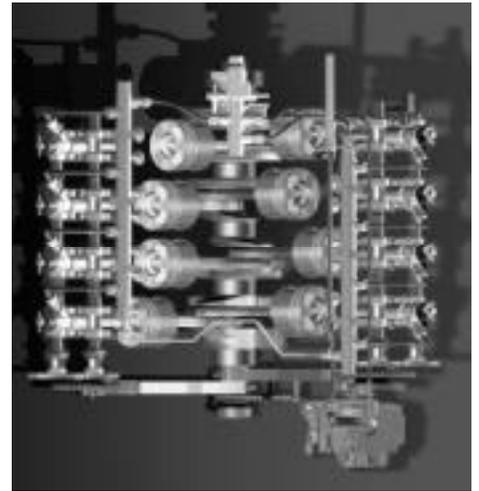
The 3 Series car with its 3.0-liter diesel is compared favorably to the M cars by the English magazine "AutoCar." It reminds me a lot of the mid-80s 325e, with enormous mid-band torque and a low rev limit, except the 330d reaches 60 mph in the mid-7 sec. range. Its only drawback is a weight penalty of about 250 lbs., mostly tuned out by the suspension. The car just went on sale in Europe, using an engine available in the 5 and 7 Series chassis for over a year.

Due out this summer (in Europe) is a 3.9-liter V-8 version in a 7 Series chassis.

The engine is a close companion of the in-line six diesel, and has virtually nothing in common with the V-8 gasoline version. For example, the block is gray cast iron instead of aluminum, and the main bearing webs are fractured (cracked) in the same manner BMW has made rods for the last 15 years. Induction is through twin intercooled turbos with electronically controlled vanes, the idea being to reduce backpressure. Fuel is delivered to each injector through high-pressure rails (one per side), with electronically controlled injectors, similar to gasoline systems, except there is a pilot injector which delivers a tiny precharge of fuel. This pilot injection effectively removes the loud rattle associated with diesel cycle engines. Injection is directly into the cylinder (instead of the traditional prechamber).

Chamber shape is defined by an unusual piston, whose top resembles Crater Lake with Wizard Island in the middle. The heads are alloy with four valves per chamber, actuated by twin camshafts (no VANOS in diesels). Dual exhaust systems channel the fumes through two catalytic converters each, which surprises me since diesels are thought not to output the more noxious gasses found behind gasoline cars. Only steptronic transmissions will be mated to this motor.

All this effort yields 248 hp (peaking at 4000 rpm) and 413 ft-lbs of torque (fully available from 1800-2700 rpm), pushing the heavy 7er to 60 mph in just



over 8 sec. Fuel consumption of about 23 mpg is almost 50% improved over the gasoline engine. Top speed is 150 mph. Very impressive numbers, all.

Now, as a v1.0 version, I wouldn't necessarily recommend owning a copy of this motor for three or four years, but when the kinks get worked out it should absolutely feast on gasoline cars. Even moreso, because it will make diesel cars acceptable again. By the way, it is a myth that diesel fuel is hard to find, but true that latex gloves should be donned before installing it (for some reason, the pump handles are always contaminated).

BMW's future in economical, low-emission vehicles is not, of course, diesel-based. It is hydrogen-powered cars (not that the first ones will be cheap) that BMW sees as the holy grail. Whatever advances BMW has made with hydrogen is under wraps, and we seem to be decades from owning one. Who knows, by then an efficient storage system for electricity may develop, making the whole hydrogen effort moot. Many will, in the meantime, find diesel to be a practical alternative to gasoline, especially since BMW has brought performance into parity.

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## **BMW PULLS THE PLUG ON THE ENGLISH PATIENT**



Buying Rover in 1994 must have seemed like a good idea at the time. BMW's management and shareholders have had plenty of time to wish they hadn't. But now BMW has pulled the plug on what has become known as "The English Patient."

At the time of the acquisition, BMW CEO Bernd Pischetsrieder believed that all Rover needed was a massive infusion of capital. Rover got the money and invested in a new development center and new products. And the losses mounted. Eventually, BMW realized that Rover needed more than money. The management was poor and the company was incapable of producing world class products. When asked to explain his plan in February of 1999, Pischetsrieder was shown the door. Number Two Wolfgang Reitzle wasn't far behind. Reitzle was actually offered the top job but turned it down since the labor unions didn't support him.

### BACKGROUND

BMW is controlled by the Quandt family. The Quandts, bless them, are fiercely loyal to the BMW brand and have previously not been willing to consider buy out offers. Herbert Quandt rescued BMW in 1959. Although Herbert died in 1982, his family continues to own 46.6% of the stock. His widow, Johanna, 73, owns 16.7%. Son Stefan, 33, owns 17.4% and daughter Susanne, 37, owns 12.5%. Johanna retired from the Supervisory Board but the children are now both members. The Quandts are thought to be the wealthiest family in Germany and amongst the ten wealthiest in the world.

Although born with the proverbial silver spoon, the children are successful in their own rights. Stefan has degrees in economics and engineering and has worked in Hong Kong and the U.S. He owns a pharmaceutical and design company, Delton AG, with sales of 1.3 billion marks. He also enthusiastically drives a 507, a car built before he was born. Susanne studied business in Switzerland and Harvard. She holds a 51.1% stake in Altana, a publicly traded pharmaceutical and chemical company with sales of 3.1 billion marks. Both Stefan and Susanne are active in BMW's management despite having no defined responsibilities. They are said to have grown impatient with

Mr. Pischetsrieder's dithering on Rover and orchestrated the boardroom coup.

In 1998, BMW's sales increased while its net sank 27.5% due to the losses at Rover. The 1999 results showed sales higher still but even bigger losses at Rover.

### THE NEW PLAN

When new Chairman and CEO Joachim Milberg took over his mission was clear: stop the bleeding at Rover. Milberg sent "turn-around teams" to assess the situation at Rover. What they found wasn't pretty. Quality was abysmal and management was clueless. The decision was made to fully integrate Rover into BMW. Rather than running as a separate, parallel company, Rover would become BMW UK. The Rover board was disbanded.

The next step after the turnaround teams was to send in "purge teams." Rover managers were fired or made to interview for their jobs.

The media refer to Rover as "The English Patient." And while Rover may be a "patient," the Quandts are anything but patient. Even though CEO Milberg has had less than a year to implement his plan, the Quandts this winter gave him two months to find "solutions and suggestions" to stem the losses. BMW is strong enough to withstand the losses indefinitely, but the rest of the company was being held hostage. BMW wants to expand the BMW brand but can't while supporting The English Patient.

### THE NEW NEW PLAN

Finally, the BMW Supervisory Board decided they had had enough. They began talking to all the major car companies about buying Rover. No one wanted The English Patient unless they could get a piece of BMW too. The Quandts said no. Finally on March 16th, BMW announced the "sale" of Rover cars to the Alchemy Group, a British venture capital firm. We say "sale" because BMW is paying Alchemy to take this sickly company off its hands. The disposal cost is over \$3 billion to BMW. Alchemy gets the MG brand. BMW keeps Riley, Triumph and Wolseley. Oh, joy.

The next day, BMW announced the sale of Land Rover to Ford for \$2.9 billion. So BMW keeps the new Mini, to be sold through BMW dealerships, and unloads both Rover and Land Rover.

The Quandts want BMW to get back to being BMW. On the same day the sale to Ford was announced, BMW approved the 2 Series. Except they say it won't be called the 2 Series. The "yet-to-be-named small BMW" will slot under the 3 Series and likely be another relatively high volume car. BMW is now too dependent on the 3 Series which makes up 70 percent of the brand's sales. No decision has been made on where the "small BMW" will be built. Whatever it is called, it isn't due in showrooms until 2004.

The plan is for BMW dealers to market the BMW models which would be bracketed by the Mini range on the bottom and Rolls-Royce on the top end.

### WHAT'S NEXT?

With the focus back on the BMW brand and the Quandts firmly in control things should run relatively smoothly, right? Not hardly. There are rumors that the Quandts are unhappy with CEO Milberg's handling of the Rover sale. The British unions are extremely critical of BMW. Three Management Board members left because they disagreed with the changes. They are Dr. Henrich Heitman, Dr. Wolfgang Ziebert and Carl-Peter Foster. Two have been replaced but one position remains open, an indication of the abruptness of the changes. The two new Board members are Dr. Burkhard Goschel, 54, and Dr. Norbert Reithofer, 43. Goschel will assume responsibility for Research and Development and Reithofer will take over production. Goschel has been with BMW since 1978 and was the manager for development of the Z3. Reithofer has been with BMW since 1987 and for the last three years has been in charge of production at Spartanburg. One would think that this would be a poor time for the Quandts to sell their share, given the low value of BMW's stock currently. And publicly, the Quandts insist they are committed to keeping BMW independent.

Rumors in the media indicate otherwise. An increasing volume of rumors say that the Quandts are going to sell to Ford. Under the plan, BMW would join Ford's Premier Automotive Group with Jaguar, Aston Martin, Lincoln, Volvo and now Land Rover. The Premier Automotive Group is headed up by former BMW executive, Wolfgang Reitzle. So Reitzle may get to run BMW after all. The rumor mill says that lawyers are drawing up the papers for a transaction to take place in October.

Are the rumors true? Who knows? But they are persistent enough that one must give some credence to them. And while most Club members would lament the end of an independent BMW, Ford seems to be Master of the Automotive Universe at the moment and may be the best parent company BMW could have. What Ford has done with Jaguar is very impressive. We haven't heard the end of this story.

## 2002 SHOP MANUAL CD

Newly available from BMW AG is a CD ROM-format shop manual for the 1502-2002 models, including the 2002 factory turbo. The CD requires a minimum of Windows 95 or Windows NT 4.0, and 32 MB RAM. It covers all the ground that the paper manual does including the infamous wiring diagrams, in an easy to use menu-driven format. Although short on documentation, it does provide a resource to the 2002 hobbyist that has too long been unavailable. Ask for part number 01 56 0 004 532. Suggested retail price is \$69.75. (Contributed by Vance Jackson at BMW Seattle)

## 2 Series

BMW management has approved the new small BMW. Everyone is logically calling it the 2 Series but BMW says it will be called something else. Whatever it is called, it will be positioned between the 3 Series and the Mini. Body styles under consideration include three and five-door hatchbacks and a coupe. Both four and six-cylinder engines will be used. The car is likely to be rear-wheel drive and may have an all alloy body to save weight. The target is no more than 2200 pounds. (Autocar)

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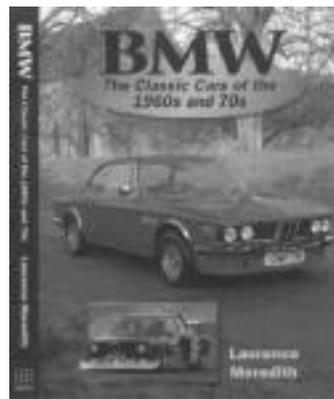
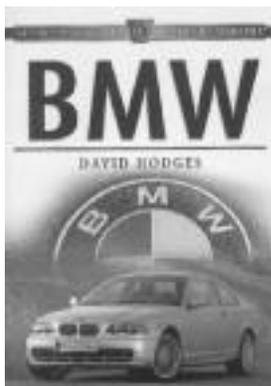
## Drivers' Ed, BMW Style



BMW has introduced a "New Drivers Course" at the BMW Performance Center in Spartanburg. The one-day class, intended for inexperienced drivers between the ages of 16 and 19, goes well beyond driver's education available to most teens. A variety of real life situations can be simulated on the special course. Classes cost \$300 and are limited to 12 students. The course work includes classroom theory and hands-on experience in 3 Series coupes and sedans. Students must be at least 16 and hold a learner's permit or driver's license. For information about the New Drivers Class contact 1-888-345-4BMW (4269).

## NEW BOOKS

There's a couple of new books on BMW that have been published recently. Both are from England and have 1999 copyright dates. And both are small format with mostly black and white photos. The first is titled, "BMW-The Classic Cars of the 1960s and 1970s" by Laurence Meredith. This is hardbound and despite its title is not limited to the '60s and '70s. In fact, it's a short version of the history of BMW cars. It is not very well done and all the information can be found elsewhere in better form. The second is titled, "BMW" by David Hodges. This book is softbound but is a higher quality effort. All of the photos are black and white but there are a lot of them and there are some pretty unusual BMWs shown. The book is also well organized. This book is superficial in its coverage but it is a good, quick overview of the entire history of BMW cars. At \$21.95 it's a moderately good value and deserves a lukewarm recommendation.



**BMW Seattle**





### 3 Wagon Arrives

The new 3 Series wagon has arrived in area dealerships. Currently the only model available is the 323i. Later this year there will be a 330i. And there may be an M3 version at a later date. Also coming is an all-wheel-drive version. The little wagon is exceptionally handsome; you should go take a look.



### MAGTECH

BMW is planning a new series of engines using racing technology. The MagTech four-cylinder will use a fiber-reinforced magnesium block. The 2.2-liter motor is said to be good for 240 horsepower. (Car)

### New 7



The first spyphotos of the 2002 7 Series (E65) have been published. Styling changes look, what else?, evolutionary, but the car will be more rounded than the current 7. Initially the V8 versions will be 735 (3.5-liter) and 745 (4.5-liter). Later there will be a 5.0-liter V8. The top version of the 7 will get a new V12 displacing 5.8 liters with 48 valves and producing 480 hp. The car will be technological tour de force, the better to compete with the Mercedes S Class. Expect a 6-speed automatic, brake force display (BFD) tail lights and active suspension. The 7 will debut BMW's new 48 volt electrical system which will become standard on all BMW models. The 48 volt system helps with the electrical loads found currently and also will allow eventual electromagnetic valve operation. No more camshafts! (Autocar, BMW Car)

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1991 M5: Dinan chip, stage III suspension, Superspring Cat-back exhaust. Both original and 5 spoke style of wheel covers + set of aftermarket wheels, new Michelin tires. Black, in good condition with 97k miles. \$22,000 [bbarker@teamdci.com](mailto:bbarker@teamdci.com) or (206) 601-8904.

1991 M5: Black exterior with full leather black interior. 63,000 miles. One of the best '91 M5's on the west coast. All options, loaded, remote locking system with alarm, 6 CD changer in trunk, premium sound system with cassette and CD, tinted windows, 'throwing star design' M wheels, only 455 of these sold in US in 1991. Absolutely flawless condition inside and out. Just serviced at Car Tender. \$29,500. Contact Brian at (206) 341-9736.

1988 E30 M3: Black/black. 104,000 miles. Recently serviced, new intake gaskets. Rust-free CA car-not pristine, but very good overall condition. Hartage alloy wheel. Cold A/C. Momo steering wheel, etc. \$9,750 OBO. Bellevue, WA. Jim (425) 603-9612 or email [gio@sprynet.com](mailto:gio@sprynet.com).

1974 2002: Black/gray interior. Sunroof. Sound mechanicals. Recently out of storage. Fair-good overall condition. Rust in spare tire well. Exc BMW alloy wheels/tires. Some suspension work-slightly lowered. Driving lights. Could use partial respray. Needs a little TLC. \$1,250. Bellevue, WA. Jim (425) 603-9612 or email [gio@sprynet.com](mailto:gio@sprynet.com).

1973 2002tii: VIN 2764009 blue/black 312K 4spd Nova mags. ONE OWNER, all stock, daily driver, never raced, dealer serviced. Very little rust. New interior, water pump. Recent transmission, front end, injection system, brakes. Needs paint, A/C R-12 recharge. Brookstones. Service records. \$5750 (206) 772-7017 eves.

1973 3.0CS Coupe: Dark blue exterior, tobacco-color leather interior, mags, Michelins, 4-speed, electric windows, sunroof, Blaupunkt. No rust, excellent throughout. \$12,000 US OBO. This car is a must see; has USA stickers (originally from Calif.). Peter Zirpke (Vancouver, B.C.). (604) 926-5011 or fax (604) 926-5097.

1970 2002Ti: Colorado/black. Authentic Ti in original, unrestored condition. Euro spec. car with 55,000 original miles. Still has the Solex carbs and all other Ti equipment. Mechanically excellent. No structural rust. Much of the paint is original. Drive as is or restore for the Y2K02 celebration. \$4000. (425) 836-2760 or [Bimbill@cs.com](mailto:Bimbill@cs.com).

## PARTS FOR SALE

E36 parts for sale: Recaro track seat ready to bolt into any 2-door E-36. Includes mounting bracket, sliding mechanism, seat belt receptacle. \$375 OBO. Lightweight strut tower brace. \$250 OBO. K&N type cone intake kit. \$80 OBO. M3 Lightweight Carbon Fiber rear wing painted Alpine White. \$1250 OBO. M3 Lightweight baffled oil pan. Includes all mounting hardware, etc. \$1200 OBO. Stock M3 Airbox w/ filter. Make offer. Stock M3 Exhaust. Approximately 35K miles before removed from car. Make offer. Call James at (206) 399-7778 or email at [jshaiman@shaiman.net](mailto:jshaiman@shaiman.net).

Track wheels and tires for E-39 528i or 540i: Four BBS RXs 17x8 wheels w/BFG R1s (not G-force) w/ 50% tread remaining. \$950 OBO. Call James at (206) 399-7778 or email at [jshaiman@shaiman.net](mailto:jshaiman@shaiman.net).

Steel Wheels: 4 black steel wheels (6.5 x 15) purchased at Tire Rack. Were used twice on a 1985 535i, and twice on a 1988 535i. Included are 2 Michelin XGTs (215/60/15) and 2 Bridgestone Potenza RE71s (205/60/15) with some tread left. \$150/obo plus shipping. Need to get rid of these as I no longer have the right car. Brice York (206) 232-6105 or [byork@tuckeralan.com](mailto:byork@tuckeralan.com).

1988 E30 M3 Parts: Parting out. Complete rear clip with sunroof, \$1,250. M3 wheels and tires, \$495 for 4. Tan interior, front and rear seats-tears in seat, \$225. M3 leather steering wheel, \$120. Bellevue, WA. Jim (425) 603-9612 or email [gio@sprynet.com](mailto:gio@sprynet.com).

Manual: Bentley BMW 5-Series Service Manual (528e, 533i, 535i, 535is 1982-1988). \$30/obo. Brice York (206) 232-6105 or [byork@tuckeralan.com](mailto:byork@tuckeralan.com).

## MISCELLANEOUS

1993 Alpenlite 5th Wheel Trailer: 32 foot with 14 foot super slide-out, New carpet/hardwood floors/tires/wheels. Exc. condition, low miles. NS always. Queen bed in front, rear kitchen, A/C, elec. electric jacks. High blue book-\$27 K, asking \$20,000 obo. Contact Tony Dulas at (253) 847-9221 or [adulas@sttl.uswest.net](mailto:adulas@sttl.uswest.net).

## WANTED

Four AC Schnitzer 17" Type 2 Wheels: I am in the market to buy new/used Type 2 wheels which will fit an E36 3 Series. I will pay well, and tires are do not need to accompany the wheels. If anyone has knowledge of where I can obtain these wheels, feel free to give me a call at home. (425) 402-8484 Ask for Dane! Thanks!!

Factory driver seat: From an '86-'91 3-Series. Tan color is preferred but might be able to handle another color. Looking for a "sport" seat that has the lumbar support on the sides. Leather or cloth. Thanks! Lance Richert (425) 644-8009 [lance@richertnet.com](mailto:lance@richertnet.com).

Deadline for the June Issue is May 19, 2000.

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